RAIL TRAVEL NEWS

VOL. 11 NO. 7
APRIL 1981
ISSUE NO. 222

75¢

(R) 5-11-81

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Ted and Sylvia Blishak, owners of Accent on Travel, are frequent RTN contributors.
Accent on Travel holds Amtrak's "Golden Spike Award" for high ticket sales.

DON'T DIAL AMTRAK! Dial Ted and Sylvia Blishak at (415) 326-7330 for your reservations and AVOID BUSY SIGNALS AND "HOLDS"! Low fares for families, handicapped travelers, senior citizens. We also sell Britrail and Eurail passes, cruises, and air tickets.
Call "The Railfans" at Accent on Travel, 1030 Curtis Street, Menlo Park, California 94025. (415) 326-7330.

BOOKS

"The People's Railway" is off the press! This new book from Interurban Press (PO Box 6444, Glendale CA 91205) has the official publication date of May 1. The elegant, 260-page 8½x11 hardbound book--"elegant" because of its gold-stamped maroon cover, with dust jacket featuring a Gil Reid color painting of "West Portal in the 1930's" and a Kodachrome of the same location in 1980; plus many other features--tells the history of the San Francisco Municipal Railway from its beginnings near the turn of the century to the present. This carefully-organized, profusely illustrated volume was authored by Anthony Perles with the assistance of John McKane, Tom Matoff and Peter Straus--all San Franciscans. Every rail library will need this book, which complements "The White Front Cars of San Francisco", published earlier, and which will be followed later this year by "Inside Muni: The Properties and Operations of the Municipal Railway of San Francisco", and at a still later date by a Muni album of photography. The book sells for $32.95 (plus $1.50 postage, and tax in California). It's worth every penny.

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Rail Travel News, Vol. 11, No. 7. April, 1981. Whole number 222.
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Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $18.00 per year; single copy 75¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

THE COVER STORY

On the occasion of Amtrak's tenth birthday, our cover photo is a scene from a memorable event in Amtrak history--the cross-country excursion of April 1977 with the 4449 steam locomotive, returning it to its home in Portland, Oregon, after its Bicentennial tour with the American Freedom Train. This event is particularly appropriate to recall now, as the famed steam engine is coming back into operation for the benefit of the Sacramento Railfair of early May and the Amtrak anniversary. While in our photo the locomotive was still in its Freedom Train colors, it is now in its original SP Daylight paint for this year's event. More on the 4449 and the Amtrak birthday will be found in this issue, the first of a two-issue series on the first decade of Amtrak. In this color transparency by Peter Bretz, the 4449 is running in Northern California, heading for Portland on April 29, 1977.

★SENATORS VOTE TO CUT AMTRAK AS CORPORATION REACHES ITS TENTH ANNIVERSARY

On Apr 29, while over 10,000 railroad workers marched on the Capitol in protest of proposed cutbacks, the Senate Commerce Committee, headed by Robert Packwood of Oregon, approved by a 10-4 vote the Reagan Administration's $613 million budget for Amtrak for next fiscal year. (The rail demonstrators reportedly chanted "Strike, strike, strike" upon hearing the news of the committee vote.) The bill next goes to the full Senate, and it is expected to be passed. Reports noted that those voting for the bill were "uncomfortable" with it because of growing numbers of letters from constituents asking them not to cut Amtrak. Amtrak president Alan Boyd on the same day issued a statement reiterating that Amtrak would discontinue all service outside the Northeast Corridor if $613 million is the final budget figure. Boyd said that the bill "supersedes the decision Congress made in 1979 to continue the national system. $613 million truly means no trains outside the Northeast Corridor" after Sep 30.

The House is next to work on the Amtrak bill, and it is hoped that Amtrak will have more support there. But a Citizens for Rail California spokesman said in April that a pro-Amtrak Congressman reports that fewer letters than anticipated supporting Amtrak are being received. He noted that writing Congressmen and Senators is the single most important thing that individuals can do. (The National Association of RR Passengers can help with advice about lobbying for train service. NARP's address is: 417 New Jersey Ave. S.E., Washington DC 20003; telephone 202-546-1550.)

★AUTO-TRAIN CEASES OPERATION

The bankrupt Auto-Train Corporation has stopped running trains. On Apr 24 the company's court-appointed trustee, Murray Drabkin, asked a federal bankruptcy court to allow the carrier to cease operations, with the last trains to depart in each direction on Apr 30. With the company owing $24 million and having only about $4 in assets, it could not keep going without further infusions of cash. The private investors who a month earlier were ready to put money in the carrier (see RTN #220) reportedly could not come up with the sum they named, and this appeared to be the last resort of Auto-Train's falling thru. Also, the two railroads over which Auto-Train operated were becoming more insistent that they be paid on time. They had threatened to stop operating the trains after Apr 25, but the A-T trustee got them to agree to one more week of service pending the request to shut down permanently.

On Apr 16 a federal judge had okayed a Chicago bank's repossessing 11 leased locomotives on which monthly payments weren't being made. The engines were not being used to power regular A-T trains, however. The 11 units were U36's nos.

(continued on page 18)

AMTRAK'S TENTH ANNIVERSARY

On May 1 Amtrak celebrated its tenth anniversary. May 1, 1971 saw the National Railroad Passenger Corporation take over responsibility for nearly all the passenger trains in the U.S. The three railroads that continued to operate their own passenger trains, not joining Amtrak, were the Rock Island, Southern Railway, and the Rio Grande. After ten years, only the Rio Grande remains.

The new corporation, headed by president Roger Lewis, began life with a small $40 million grant from the Federal Government, with which it was supposed to do the seemingly impossible task of reviving the passenger trains and making people want to ride them again. ("We're making the trains worth traveling again" was their slogan.)

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May 1 came, and RTN wrote: "As the privately-run trains neared their end, there seemed to be more people riding them for nostalgic and historic reasons than there were checking out the new Amtrak runs when May 1 arrived. The great swelling of passengers in the last days of April was said to be the biggest turnout since World War II. Most trains were running many extra cars to handle the crowds." (The SAN DIEGANS were 20-car trains, for example.) The Union Pacific pulled out its 8444 steamer to haul the CITY OF LOS ANGELES trains for the last time each way between Cheyenne and Laramie. The NANCY HANKS had 500 passengers on its last run, and the POCAHANTAS had 750.

Amtrak's first system timetable appeared on Apr 21, 1971. It has been recounted many times how that first schedule showed the San Francisco-Chicago train running over the Rio Grande's ZEPHYR route. That was the way Amtrak had planned the train to go, but at the last minute the Rio Grande decided not to join Amtrak, and the train, later to be named the SAN FRANCISCO ZEPHYR, went on the Union Pacific instead.

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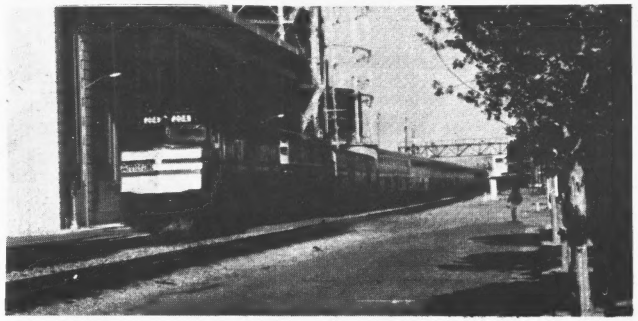
train frequency on any route taken over by Amtrak. On May 10, 1971 a train was added on the present route of the LAKE SHORE LIMITED. The train was to be subsidized by the states of Ohio, Illinois, New York, Pennsylvania and Michigan. It ran only until Jan 4, 1972--the states weren't paying their bill. On Jun 14 the train that would later be called the NORTH COAST HIAWATHA was added to the system on an experimental basis (and it lasted until Oct, 1979). Senator Mike Mansfield insisted on the train, which at first was only a Spokane-Minneapolis connection to the EMPIRE BUILDER at either end. It wasn't until summer, 1973 that the train ran the full Seattle-Chicago route and ever ran more often than tri-weekly.



The difference that 10 years make: A decade later, the COAST STARLIGHT (seen at the same location as the photo on page 4) is a long train of brand-new bi-level Superliner cars drawn by handsome Amtrak F40 diesels. RTN photo.

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Congressman Harley Staggers persuaded Amtrak to run a train between Washington and Parkersburg, West Virginia, in his home territory. The train was the WEST VIRGINIAN, and appeared in the Nov 14, 1971 timetable. By next Feb 7 Staggers had persuaded Amtrak to place a Turbotrain on the route, altho it was one unsuited to that type of equipment. (In the photo above, taken Feb 26, 1972 by Doug Ellis, the POTOMAC TURBO is seen in the snow at Oakland, Maryland.) It took the media until Mar 30, 1972 to discover the train, and then the story made headlines across the nation: Amtrak was running a "space age" train on a sparsely-populated route because of political pressure. The Turbo lasted only until May 13 on the route, altho it was on a 6-month trial. Conventional equipment returned.

1972 was the year that Amtrak made an effort to name all its major trains, and to adopt its own numbering system. When it started in 1971, the train numbers continued to be those of the railroads that had run the trains before May 1. It was the year that the name SAN FRANCISCO ZEPHYR was first used, for example. And some new trains appeared in the timetable. The CHIEF was added in the summer to supplement the SUPER CHIEF between Chicago and Los Angeles (it lasted only one summer). At the same time, a thru car L.A.-N.Y. was run via the SUPER CHIEF and

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Amtrak service in these early years was very spotty. The corporation's on-time performance record was poor--particularly at peak periods like the summer, or in the winter when severe weather took its toll on aging equipment.

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THE BURNING OF THE BONNE CARRE BRIDGE, FREIGHT DERAILMENTS AND OTHER PROBLEMS.

★ A SUMMARY OF MAJOR UNUSUAL OCCURRENCES ON THE AMTRAK SYSTEM ON TUESDAY, MARCH 17 AND FOR A FEW DAYS THEREAFTER, TAKEN FROM OFFICIAL RECORDS. ★

March 17

The Bonne Carre bridge, between New Orleans and Hammond LA, was reported on fire at 2:55pm CST. The ICG estimated it will be out of operation 10-14 days. Train 58 the CITY OF NEW ORLEANS, was delayed 220mins detouring over the ICG from New Orleans to Hammond via Baton Rouge. The southbound was terminated at McComb MS, and tomorrow's northbound will originate at McComb. Passengers will be bused McComb-Hammond-New Orleans.

Due to bridge work on the C&O west of Hamilton OH, today's CARDINAL, train 51, and tomorrow's eastbound will detour via the B&O Cincinnati to Hamilton, then over the N&W Hamilton to Muncie IN. Taxis will bring passengers from Richmond IN to the former Penn station on the N&W. Minimum delay is expected.

A BN freight derailed 5 cars at the west end of the McCook NE yard, at milepost 288 blocking the single track. The SAN FRANCISCO ZEPHYR, train 6 of the 16th, is being held at Culbertson NE. Track expected open 5am CST tomorrow.

a MoPac local freight derailed one car between Wickes MO and Riverside MO, blocking the single track, at 11:05pm CST. Track was opened 1hr, 40mins later. The INTER-AMERICAN, train 21, was held 93mins at St. Louis and delayed 60mins more at the derailment site.

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Vandals threw rocks at the SAN DIEGAN at Fullerton, breaking the windshield of engine 223. A freight engine was added at Fullerton, delaying the train (#572) 31mins.

Vandals placed a full keg of spikes on the track at Baldwin Avenue near New Brunswick NJ station. Train 204, the BIG APPLE, struck the debris and developed air brake trouble. At New Brunswick, passengers were transferred to Conrail local train 3724, delaying them 20mins.

The BROADWAY LIMITED, train 40 of the 16th, was delayed 31mins moving around a Conrail freight derailment thru a controlled siding at Rade, west of Johnstown PA. The freight derailed one car at 2:10am EST, blocking both main tracks.

The GOTHAM, train 254, was annulled after equipment failures were found in four of the self-propelled cars. 100 passengers were transferred to train 200, the EDISON.

Unnamed train 400 was terminated at North Haven due to a frozen disc brake on the lead truck of lead Amfleet car 21178. 23 passengers were transferred to train 402, delaying them 25mins. Train 401 was annulled due to Conrail freight blocking the wye, so that the Amfleet equipment could not be turned. Train 403's equipment could not be substituted because of a malfunction on RDC car 10. RDC 12 was added to it, and 25 passengers were boarded, with a 25mins delay.

A basketball team was traveling New York to Hutchinson KS via Chicago on trains 49 of the 15th and 3 of the 16th. Ten pieces of their luggage did not connect at Chicago. Amtrak flew the baggage to the team in Hutchinson for their tournament game.

Three on-board service employees reported $650 worth of their personal tools and effects stolen from diner 38025 due for the COAST STARLIGHT today while it was laying over in the Seattle yards.

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The PIONEER, train 26, was delayed 30mins at Nampa ID with a problem with unit 228.

The SILVER STAR, train 81, was delayed 46mins on the RF&P due to CTC signal outage.

The INTER-AMERICAN, train 23 of the 16th, was 84 mins late at Houston due to a late connection at Temple and due to three freight meets, all delayed by a broken rail at milepost 115. Today's train 24 was 45mins late at Temple, mostly due to a 30-min freight meet at Dant, and a 12-min meet with train 2 of the 15th at Missouri City. Today's train 21 was 153mins late at Barracks Junction (see above). Today's #22 was 108 mins late at Little Rock for various railroad reasons, mostly on the Santa Fe.

March 18

The Bonne Carre Bridge opening is now estimated for early April. The CITY OF NEW ORLEANS will continue to terminate and originate at McComb MS. From train 59 of yesterday, 86 riders were bused to New Orleans with a 33-min delay. Train 58 today had 83 passengers bused from New Orleans, with a delay of 45mins.

The bridge repair west of Hamilton OH is still delaying the CARDINAL, but was finished at 6:15pm EST today. Train 51 of yesterday was delayed 61mins detouring; train 50 of today was delayed 17mins at Muncie meeting yesterday's train 51, but was not delayed on the detour.

A Conrail freight derailed one car on the Wallingford Steel Co. siding at milepost 12.7 at Wallingford CT at 6am, fouling the no. 1 track. No. 2 track was open, but 5 Amtrak trains were delayed from 6 to 37mins due to single track operation by the scene.

The CRESCENT, train 20, was delayed 50mins after an L&N freight cut derailed a car crossing the SR main line at Anniston AL, blocking both tracks, at 3:50pm.

The CARDINAL, train 50, was detoured over the Chessie from Cincinnati to Tri-State Station KY because of a C&O freight car derailed at milepost 615.5, west of Maysville KY, blocking the single track. No. 50 missed stops at Maysville & South Portsmouth KY, which were served by taxis. The train was delayed 32mins waiting for pilots at Cincinnati, 42mins likewise at Virginia Junction, and the detour lost it 66mins more.

The SAN FRANCISCO ZEPHYR, train 6 of the 16th, was delayed 6hrs, 25mins at Culbertson NE due to the derailment reported yesterday.

A power outage occurred on part of the NE Corridor, in the main power transmission line between NY and Philadelphia, and a catenary power outage occurred on #1 & #2 main tracks between A Tower, NY, and Portal, just east of Newark, and on the #2 main track from Portal to Hudson, at 3:56pm. The outage was caused by the heat from a brush fire on the north side of the Corridor near milepost 3.5. Conrail local train 3837 was the first to report the fire and the catenary wire down, at 3:59pm as it emerged from the North tube, and its pantographs struck the damaged area, with $100 damage (there was $2000 damage to the lines). A repair train was ordered from Hunter at 4:04 and it left there at 5:45 to begin repairs. No. 1 track was restored, with 30mph restriction, at 4:06pm; #2 track was restored likewise, with normal speed restored at 8:55pm; #1 track had normal speed at 6:29pm. Thirty Amtrak trains were delayed from 18 to 155mins (train 87 delayed 55mins; train 43 84mins; train 40 of the 17th was held 89mins at Portal; train 82 of the 17th was delayed 79mins). 56 Conrail locals were delayed from 8 to 134mins, and 10 locals terminated or annulled.

The ANN RUTLEDGE, train 301, lost 99mins when engine 287 had a head-end power failure due to a burnt voltage regulator.

A passenger on the INTER-AMERICAN, train 21 of the 17th, reported $600 stolen from her purse while she was asleep. The train was searched, but no suspect found.

A woman waiting for a train on the westbound platform of the New Brunswick NJ station was robbed at knifepoint of one dollar. Station personnel caught a suspect.

Engine 720 died on the CITY OF NEW ORLEANS, train 58, at Pickens; was repaired, with loss of 56mins.

The NIAGARA RAINBOW, train 64, was delayed 48mins at Albany when engine 485 had no head-end power. Engine 696 was added for HEP.

The SILVER METEOR, train 87, was 65mins late at Richmond due to the power outage

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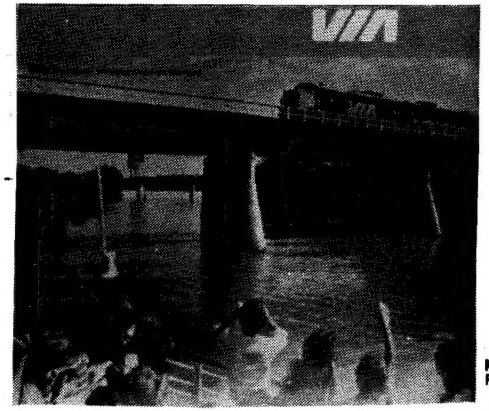
RAIL CANADA

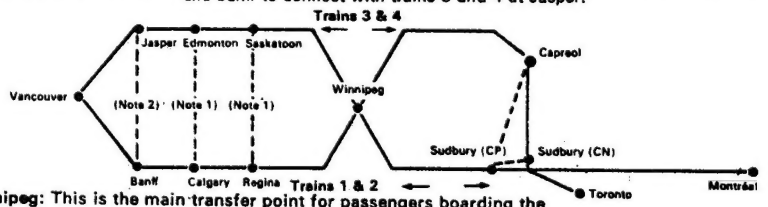
Another attempt to cut VIA Rail Canada down is underway in the bureaucratic halls of Ottawa. This conclusion is formed from information from Ed Abbot, executive secretary of CRLA; Guy Chartrand, president of Transport 2000 Canada; and certain individuals in government. Someone in the Regional Economic Development Ministry of Senator Bud Olsen has begun a campaign to "save hundreds of millions of dollars", emulating the Reagan Administration's idea of cutting Amtrak. The work is being done behind closed doors; agencies are now commenting and making formal submissions. The Federal Cabinet ordered this review, but has "decided not to make a decision until further information comes in", according to a very informed source. While the VIA cuts are under active review, with several options being considered, the delay will allow the Cabinet to better size up the reactions of members of Parliament. The changes required to effect service reductions bypassing the CTC would require an order-in-council, an official order by Cabinet (signed by the Governor-general?). Observers note that VIA, by failing to implement certain aspects of CTC orders (such as a direct track connection at Dorval and Parry Sound) makes the existing system less efficient and more prone to attack. "Passenger train supporters should be prepared for another campaign, but also should begin now to prepare cost-effective service improvements", says Raymonde Cahill, president of Transport 2000 Ottawa, interviewed on Apr 27 in Hull. He suggests that such items as Transport 2000's "jiffy fix" of the Toronto-Ottawa service, costing about $350,000 for a connection between CP and CN lines at Belleville, should be forcefully proposed, as should the return to Palais Station and downtown Saskatoon.



THE NEW TIMETABLE of VIA, effective Apr 26 thru Oct 24, has made its appearance. The full color cover, shown at left, pictures the SUPER CONTINENTAL near Winnipeg (as the cover notes). The timetable gives separate schedules for the transcontinental trains for the period thru May 31, for for Jun 1-Oct 24, during which time the service is altered, as diagrammed below. The times of the transcon trains are not changed much.

Note 1: Calgary-Edmonton and Saskatoon-Regina Regular daily bus and train service between these cities.

Note 2: Jasper-Banff From June 20 to September 8, a daily charter bus service between Jasper and Banff to connect with trains 3 and 4 at Jasper.



Winnipeg: This is the main transfer point for passengers boarding the train on one route but destined to points on the other route. Sleeping Car passengers enjoy through service: their car is transferred from one train to the other. Coach and Dayniter passengers transferring must change trains.

Sudbury (CP)-Capreol (CN): Daily charter bus service for passengers transferring from train 1 to train 3 and from train 4 to train 2:

— For passengers on the westbound Canadian destined to points between Capreol and Winnipeg, served by the Super Continental.

— For eastbound passengers boarding the Super Continental between Winnipeg and Capreol destined to points between Sudbury and Montreal served by the Canadian.

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(continued on page 19)

DOUBLE-HEADING TO THE RAILFAIR

by Ted and Sylvia Blishak

We were invited to join 14 other reporters on Union Pacific's "Press Express"--a one-day, 183-mile segment of a trip to Sacramento, double-heading two massive steam engines to the opening of the Railfair. Leaving Friday, April 24 from Green River, Wyoming and running to Ogden, traveling the Overland Route, we will be behind UP #8444, the 4-8-4 Northern famous for steam-hauled excursions in recent years, running in tandem with the just-restored UP #3985, the 4-6-6-4 Challenger!

"Everyone's come to see the steamers," we're told. Hotels in both Rock Springs and Green River, 15 miles west, are said to be sold out. The owner of the Rock Springs airport car rental franchise, Barry Brown, tells us he's a former Great Northern dispatcher, and is still a railfan. "Come on, I'll drive you to your motel", he offers. "The engines were due in from Cheyenne early this afternoon, so they're probably at the Green River roundhouse by now."

At 4:05pm, as we approach the UP overpass between the airport and Interstate 80, we see two Wyoming Highway Patrol cars parked on it, and some people with cameras. One of the officers calls to us, "The engines are coming! Look, you can see their smoke up the line."

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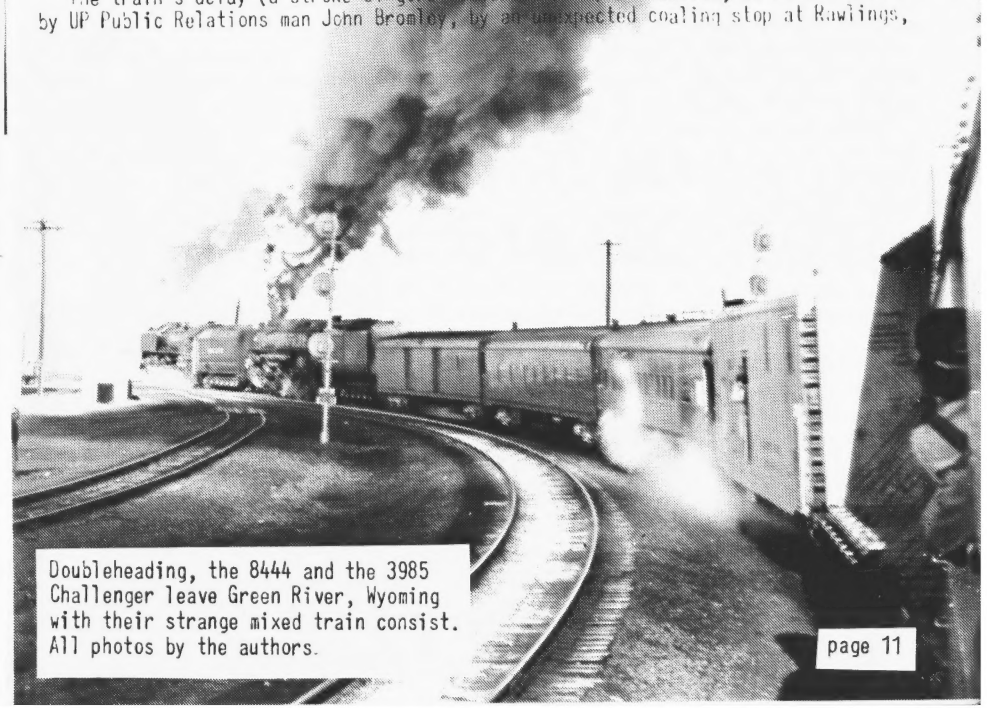

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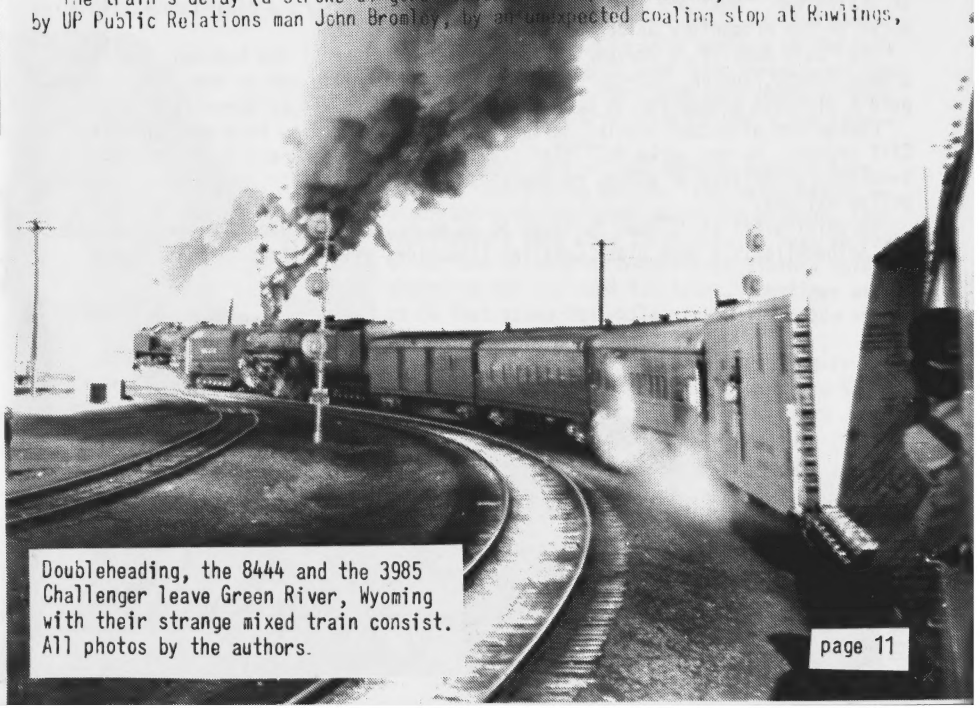

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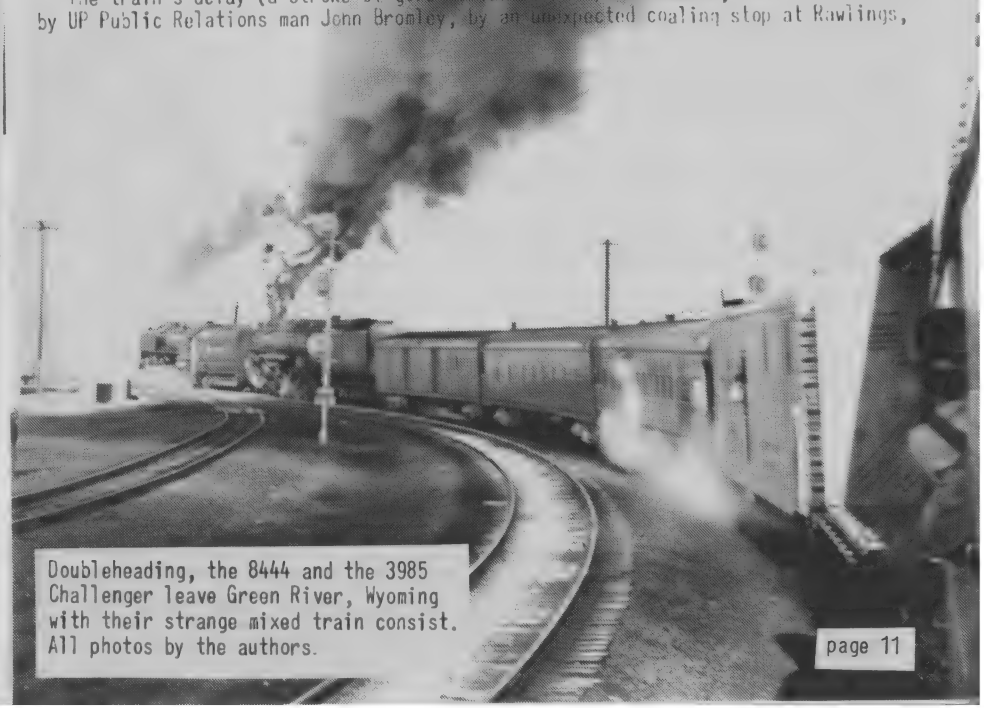

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where the ravenous Challenger's tender was topped off using a clamshell shovel.

Our motel lobby is full of grimy, sunburned "pacers." A fifth-grade teacher from Casper has been up since 5:00am following the train, with about 200 other drivers, all the way from Cheyenne. Another fan had driven from Portland that morning and planned to pace the train to Sacramento. An Associated Press man from Cheyenne interviewed a 27-year-old Dutch railfan who had journeyed to the U.S., at a cost of $4000, just to pace and photograph the engines.

Amtrak station agent Harvey Mills had seen the steam engines go thru. "That ol' 8444 whistle just made the hair on the back of my neck stand up," he tells us. Mr. Mills, who started his railroad career as a UP telegrapher in 1948, remembers, "On a cold, frosty morning you could hear those whistles 17 miles down-line."

The morning of the 24th we are awake at 3am, too excited to sleep. At 5am we taxi to Green River as the first rays of sun strike the desert buttes. A plume of smoke rises from the center of town. Under it are two huge, impatiently huffing engines. The station is already crowded with fans, photographers, TV cameramen and local people. A yellow EMD switcher is assembling the cars which had been parked on a siding overnight.

We're greeted by Dick Lohr, UP's Assistant Director of Public Relations from Omaha. He gives us boarding passes, invites us aboard business car #114, and has us sign waivers.

By 6:15am the consist is complete: #8444 on the point, then #3985, baggage car 904305; sleeper 1611 "Sun Slope"; open-platform business car "Arden"; a silver maintenance of way car enigmatically labelled "MP&M Snow-Plow-Service Bunk and Dining Car U.P. #904842; an open lumber car containing four wooden ladders to be used for the engine displays in Sacramento; baggage car 5779; and open-platform business car 114 (the latter two are the press cars). Behind us are five empty coal hopper cars for braking purposes; bringing up the rear is a gold UP caboose. "A first class mixed train," remarks Barry Combs, UP's Director of Public Relations.

Car 114 is carpeted in thick plush; the parlor section is furnished with overstuffed chairs, a digital speed indicator, a TV set, and a mirror etched with the UP system map. Next are two bedrooms with bath and shower, a dining room with a mural of the Promontory Golden Spike event, and a kitchen.

Chef Dale Buckley, a 35-year UP man, gives us a tour of his kitchen, containing a deep freeze, cooler, refrigerator, gas range and grill, and an oven. He can prepare a sit-down dinner for 14 here, served on art deco Winged Streamliner china.

Lounge car attendant Stanley Mallard, also a 35-year man, is a veteran of the CITY trains. He now works full time staffing business cars and specials. With seemingly effortless UP style, he keeps the dining table furnished with a fabulous buffet all day.

We whistle off at 7:11am, followed by an eager flock of pacers. The most unusual automobile is a huge black Cadillac limousine, with uniformed driver, with passengers aiming expensive cameras and sound recorders at the engines.

Other invited press on the train include David Ingles of Trains magazine, Richard Woodbury of Time, Ken Smith of the Green River Star, an A.P. man from Cheyenne and TV newsmen from Denver and Salt Lake City. Most of us move up to the open baggage car to watch our two locomotives lay black smoke as they accelerate up the sweeping right turn out of the valley. We're soon galloping along at about 65mph, but soon buckle down to about 50, a speed we maintain for most of the trip. Altho we felt a bit self-conscious entering the luxurious car wearing overalls, bandanas, striped caps and carrying goggles, we soon realize we're properly equipped for the cinder-blasted environment of the open baggage car. The newspaper editor and some of the TV news people, unfamiliar with coal burners, and wearing "good" clothes. Their white shirts turn gray, then dark gray, as the day progresses, and we are frequently asked if we would mind loaning our goggles.

We ask Dick Lohr why the 8444 is on the point. "She's an oil burner and therefore much cleaner, so we wanted her to do most of the work," he explains. "That Challenger burns coal like there's no tomorrow; besides, if she was out in front we'd be knee-deep in cinders." We observe that the baggage car is already covered with them. Dick says there were only minor problems on yesterday's run; 8444's water pump will be repaired in Ogden, the Challenger's water injector was fixed last night. The only result of either malfunction is that extra water is consumed.

"The steam engines are expensive to maintain, but we feel the public relations aspect makes it worthwhile. The 3985's restoration project took about 4000 man-hours. It was a race with time; she passed her federal inspection and made her only test run, between Cheyenne and LaSalle, Colorado on March 25. She worked fine except for a broken spring, which was easy to fix."

As we pull into Evanston, hundreds of people and two huge fire trucks with blinkers blazing are waiting for us. The firemen scramble to the tops of the tenders with hoses to water the thirsty engines (both labor and water were donated by the city). TV cameramen climb into the cabs and on top of the boilers. RTN gets an okay from Dick Lohr to take some interior cab shots. While we didn't receive a warm welcome from the engine crew, jealously guarding their exalted positions on the seat boxes, the mention of the P.R. man's name did prevent them from throwing us over the side. (A TV newsman says he's heard a rumor that a railfan offered UP $2500 for a cab ride--and was turned down.)

Some reporters get off here to pace; others who had been pacing get on. Two helicopters, a black and a white, hover above the engines. Each represents a Salt Lake TV station. These whirlybirds, one piloted by a daredevil Vietnam veteran, shadow us for the next two hours, sometimes as low as 20 feet above the rails, trying to outdo each other in daring photo angles!

P.R. Director Barry Combs is chuckling as we pull out of Evanston. "Some fellow with a New York license plate got out of his car back there, came over and said, 'We were just driving along and all of a sudden were in the middle of a huge traffic jam, looked over, and saw these two monster steam engines! Do you people do this often around here?'"

(Far left:) The big Challenger prepares to leave Green River. (Left:) View from the Challenger's cab as the engines are watered at Evanston, Wyoming.

The P.R. department, we learn, always alerts the Highway Patrol when they run a steam train. John Bromley says they only got one negative reaction for the Sacramento itinerary, and that was from the California Highway Patrol, who requested a post-midnight run to discourage traffic jams. "We didn't put all this money and effort into restoring steam engines in order to run them at night!" The run from Ogden to Sacramento, departing April 26, will be powered by an SP diesel placed behind the two steamers, which will still be under power for the trip. Original plans to use WP's Feather River Canyon route were changed to SP's Donner Pass route.

Our first photo stop is at Curvo, where the westbound main crosses over the eastbound main. Here, three eastbound freights are held while Northern and Challenger pose on the bridge over three GM SD40s, idling in front of a freight below. Then both trains back up and move forward again for a two-train runby. As the three yellow freight engines rumble beneath the bridge, 8444 and 3985 come smoking out of a tunnel and over the bridge under a display of fire and brimstone that may never be repeated for anything less than the mortgage of our souls!

Bromley explains that the extra-thick smoke is produced by tossing a cup of sand into the fireboxes, scouring out the built-up carbon and exhausting it for the dramatic effect.

Our next stop is at Echo Canyon, with two runbys, and lots of mournful whistles demonstrating how Echo Canyon got its name.

As we approach Ogden, the desert turns green, with huge snowy peaks in the background. We talk with John Boehner, a young UP conductor/brakeman, dressed in overalls and striped hat. He is part of the "3985 Committee" responsible for the restoration. Boehner and several other brakemen and conductors were bothered by the sight of the big Challenger sitting useless in a Cheyenne park. The group, none of whom had a mechanical background, asked UP on October, 1978 if they could have a try at restoring her. UP agreed to let them do this on their own time, but didn't take the project seriously at first. The "Committee" was joined by UP retirees, and they collected manuals and specifications, teaching themselves as they progressed. Within a year, the restoration began to look like a reality, and UP moved the engine to the Cheyenne roundhouse. When UP was invited to send 8444 to Sacramento, P.R. Director Barry Combs decided that including the Challenger must become an official UP project.

John Boehner is a proud and happy man today. He's proud that the restoration was a 100% UP project (unlike the #4449 restoration, which was largely a railfan volunteer endeavor). He tells us, "After all, UP is the biggest and the best, and now we've got the biggest operating steam engine in the world! It's been worth all the work; the satisfaction I feel is immense."

He looks out the open baggage car door. I-80 is jammed with pacing vehicles: photographers, kids, gray-haired enthusiasts are lining the tracks. Each face reflects awe and joy. "Steam engines are wonderful--they make everybody happy," he says, waving to the crowd, a smile creasing his grime-stained face.

Ken Smith of the Green River newspaper is overwhelmed by the sensation the train is creating. "The safe landing of the Space Shuttle was big news," he muses, "it made everybody feel good about being an American. But these steam engines seem to be creating the same feeling in an even stronger way!"

We're in the Ogden yards now, and UP employees with cameras have joined the thickening crowd. We're being paced by a set of four SP SD40 units as we pull up to the station.

The TV camera crew winds it up standing on the car's platform. These are their words: "Well, it wasn't the fastest way from Green River, nor probably the most efficient way. But it certainly was the best way!"

THE 4449 STEAMS AGAIN
by Joel Kamisher

Saturday, April 25: Right on schedule, engine 4449 pulled out of Portland Union Station with a 15-car train, bound for Sacramento and the opening of the new State Railroad Museum. Four years ago, the 4449 was chugging along the SP tracks (see RTN #153) over the same route it would follow for this weekend. At that time, the 4-8-4 was sporting the red, white and blue paint scheme of the Freedom Train as it pulled the Amtrak special billed as "possibly the last transcontinental steam train excursion."

Today, the GS-Class engine looked as good as the day it came from the factory, thanks to a thorough steam cleaning and polishing job the day before while the engine was on display at the station. Once again the 4449 was painted in SP Daylight colors of orange, red and black, as were the crew car and lounge car "Mt. Hood", the latter used by members of the trip committee.

SP baggage car 295 (in red and silver) was next in the consist, followed by Sierra Western coaches 525 "Tuolumne", 511 "Stanislaus", lounge 507 "Shasta", diner 156 "Lake Peppinl" and coach 568. These coaches and diner were last used on special trains on the Sierra Railroad. The lounge often runs on the RENO FUN TRAIN, carrying private tour groups. Other coaches included Amtrak 5665, 5674, 5428, then full-length dome 9363 "Lake View." The dome was reserved for SP guests between Portland and Eugene, then opened to other passengers. Because the RENO FUN TRAIN was in operation, this was the only dome available. Following it were Amtrak lounge 3310 and diner 8070, with SP business car "Airslie" with a special drumhead. SP used the Amtrak cars because its other private cars were needed for a private party in the Bay Area.

The melodic sound of the whistle echoed continuously as the special crossed the Willamette River and sped south, making a brief stop at Clackamas for a meet with the MOUNT RAINIER, train 796, then on again past thousands of people who watched from the street, from homes and from business establishments. Many held little children, others took pictures and tape recorded this rare event. About 1000 people were gathered at the brief stop in Salem. The special was moving along at a good clip, passing lots of cars, but slipping behind schedule. The northbound COAST STARLIGHT sped by outside Eugene, the first water stop and regular passenger stop (a few guests were picked up at intermediate points).

The train left Eugene about 40mins late and soon began climbing the grade towards Oakridge in the Cascades, where the helper engines were scheduled to be added. But just before Oakridge the engine crew reported that steam pressure was dropping fast -- apparently bad fuel made it hard to heat the boiler--and the decision was made to add the two diesels sooner than planned. The helper units were put in, and one remained on all the way to Klamath Falls, while the second cut off at Cascade Summit.

This meant that photographers would be happy with the steam engine up front, but passengers soon felt a bit chilly without heat, because the helpers had no steam generators. SP officials called for engine 3208 to be brought up from San Francisco on the COAST STARLIGHT. The commute engine's boiler would be needed for the next day's run down to Sacramento. Several of the road's engines that were painted in Daylight colors were available, but not used, apparently because they were not considered very reliable.

Light snow was falling at the water stop in Wicopee as the special arrived about two hours behind schedule. More time was lost releasing one of the helpers at Cascade Summit and releasing a stuck air brake on one of the cars.

A photo stop took place at an area known as Chilliquin. It was chosen after two days of searching for a location far from the highways. A few people on dirt bikes were among the non-passengers who witnessed the event. They thought there had been

The photo runby at Andisite, in the snow, on the second day of the trip. Photo by the author.

an accident because people were getting off the train. Despite the cold weather, most passengers detrained for the photo stop, and when they returned to the train they carried a lot of mud aboard which could not all be removed that night in Klamath Falls.

Despite some fast running south of Chemult, more time was lost. Two passengers failed to leave the train in time at Chemult, and a ride back was arranged for them. The train reached Klamath Falls at 7:11, 2hrs 1min late, to end the first day of the steam excursion.

(The conclusion of this report will appear in the next issue.)

★ REPORT OF APRIL AMTRAK BOARD MEETING

The Amtrak Board meeting for April was held on the 30th at L'Enfant Plaza in Washington. Three Commitment Approval Requests (CAR's) were to be on the agenda. However, the first, for remodeling of New York's Penn Station (conversion of former YMCA space) was not presented, but was held over to another meeting.

The second and third CAR's were both approved by the Board. CAR #81-86 was for pollution control work at Wilmington, Delaware, phase one. CAR #81-87 was for the acquisition of Washington Terminal Company and associated operating property.

Another matter on the agenda was Equipment Retirement Policy. As we go to press, we do not have any information on that matter.

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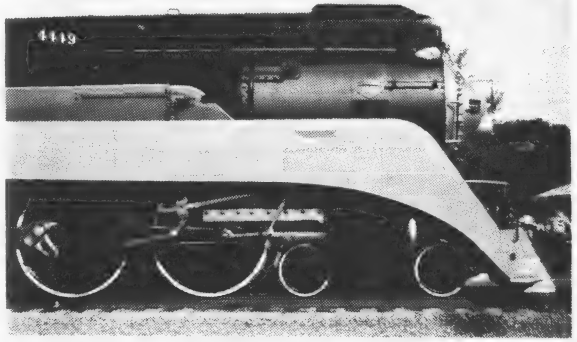

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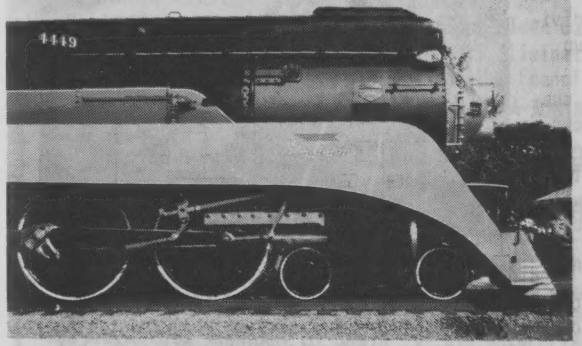

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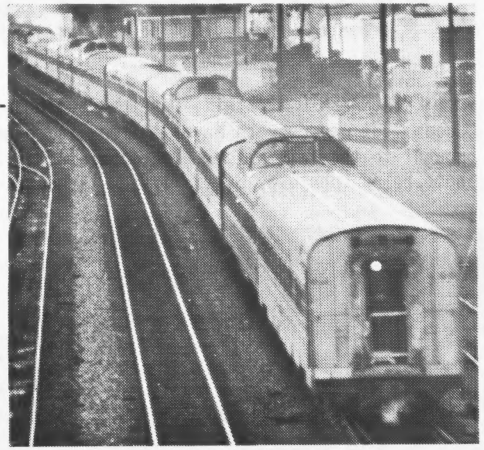
RENO FUN TRAIN'S last run of the season was Apr 24 from Oakland, returning Apr 26. The photo below shows the 4-dome domeliner leaving Oakland. Rumors are that this could be the last FUN TRAIN ever, as patronage has not quite up to snuff. Surely it will be the last regularly-scheduled Amtrak conventionally-equipped domeliner. If it returns next year, it would be under a different form of promotion and management. Travel agents complain, for example, that they can't sell tickets to individuals; there must be only group sales.....



RTN photo

STATE OF ILLINOIS talks of supporting Amtrak runs on their own as a last resort if the Administration succeeds in cutting trains out. An "Illitrak" might replace a few of the 27 trains that would be cut in the Chicago area.....

THE SENATE BILL for Amtrak funding approved by the Commerce Committee (see story on page 3) has these provisions: Amtrak must cover 50% of its expenses thru fares by 1982; Amtrak should negotiate lower labor-protection payments for laid-off employees; and states would be encouraged to finance 403-B trains, but Amtrak would not be required to run them when wanted, as it is now. Interestingly, none of the committee members said anything negative about Amtrak, but they followed the Administration's cutback line like lemmings.....

THE AMTRAK ILLINI and the SHAWNEE used Superliner equipment for the last time Apr 23, and Amfleet cars are replacing them. The Superliner cars were needed for Western trains.....

ALMOST ANY KIND of engine combinations can be seen at New Haven CT, due to Cos Cob generating plant reductions in rush hours. Train 151, the SHORE LINER, on Apr 8 had RS3 &105, E8 #495, and E60 #958 with three LRC cars.....

OHIO RAIL TRANSPORTATION Authority announced that representatives of 5 states are to meet in Columbus May 8 to organize the advisory council of the Interstate High Speed Passenger Network. Officers will be elected and rules adopted.....

News in this issue is updated thru May 5, 1981.

AUTO-TRAIN (continued from page 3)

4000 thru 4012, except for scrapped units 4001 and 4004. The remaining engines being used were all or mostly all Amtrak units. Here is how operations went in the last days of Auto-Train: The train reaching Sanford FL on Apr 27 used RF&P engine 137 and SCL engine 6620 for power (it was 2hrs late). At that time, the Sanford terminal housed 18 road engines: 10 A-T U36's, 4 Amtrak SDP40F's, 2 Amtrak E8's, and the two railroad engines that arrived that day. The Auto-Train for Apr 28 was 17 passenger cars and 23 auto carriers, arriving in Sanford with engines RF&P 136 and SCL 6618. It departed northbound from Sanford with RF&P 136, SCL 329, and Amtrak 417 for power. General Electric was expected to remove the U36 units from Sanford on Apr 29, leaving 4 Amtrak SDP's and 2 E8's there. The last two trains operated by A-T were: northbound from Sanford on Apr 30, engines RF&P 136, L&N 6611, Amtrak 417--18 passenger cars and 27 auto carriers with a record number of 329 automobiles aboard. The last southbound arrived in Sanford May 1 with engines RF&P 137, SCL 6620, and 17 passenger cars and 24 auto carriers. The 6 Amtrak engines were removed from Sanford Apr 30 as freight by an SCL local freight and taken to SCL's Rand Yard, while the U36's remained at the Auto-Train terminal. The last southbound was 3½ hours late.

A number of federal agencies are investigating the circumstances of Auto-Train's failure. Most leads point to mismanagement of funds over the years.

URBAN-SUBURBAN TRANSIT (continued from page 10)

MONTREAL'S WEST ISLAND won't get integration of train and bus transit service until Jan 1982--not this summer, as promised earlier, the transit agency said on Apr 25. Negotiations with CN and CP Rail are underway, however, it was stated.

CALIFORNIA ASSEMBLY SPEAKER Willie Brown in April launched a drive to abolish the Golden Gate Bridge District, which runs Golden Gate Transit buses and ferries. The primary purpose of this is to facilitate elimination of ferry service, which some legislators feel is too costly to the San Francisco-Marin area.

Carl Loucks
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UMTA ADMINISTRATOR TEELE, testifying at a New York hearing of the Senate Appropriations Committee's subcommittee on Transportation, reiterated the Reagan administration's intention to phase out federal operating subsidies for mass transit systems. He said that returning decision-making to state and local governments and encouraging private enterprise participation will increase "transit productivity."

QUOTES OF THE WEEK***

"My worst fear is that we will get to Sept. 30, the end of the fiscal year, and Congress will not have acted, and we will not know if the funding will be adequate to support our full work force and there will be too little time to cut back if we don't have adequate funds."

--Amtrak President Alan Boyd quoted in New York Times, Apr 26.

SLIP OF THE MONTH CLUB***

"Previously passengers destined for Toronto left Amtrak at Buffalo, rode a Conrail train from Buffalo to Welland, Ontario, then a VIA train from Welland to Hamilton and another VIA train from Hamilton to Toronto."

--New York Times, Apr 19.

(Betcha the writer never tried it.)

RAIL FANTRIPS

May 16: Williamsburg Express Wash. DC-Williamsburg VA RT; lv 7:45, back 10:05, stop Alexandria. Free shuttle to Visitors Center & Merchants Square. $41, child $38. Under 5 free. Williamsburg Express, PO Box 456, Laurel MD 20810. VISA & M/C.

May 30: Richmond VA-Harpers Ferry Nat'l Hist. Park WV. Lv Richmond 7:10am, return 7:40. 4hrs at Harpers Ferry. $39, lunch $6 at Hilltop House. Amfleet. Old Dominion Chapter, NRHS, PO Box 8583, Richmond VA 23226. Can board at Fredericksburg.

May 31: 4501 steam excursion, ferry run Lynchburg VA-Charlottesville one way. Bus Richmond-Danville, train Danville-Charlottesville, bus Charlottesville-Richmond. One-way and round-trip fares. Same address as May 30 above.

Jun 6: Farewell to Amtrak's GG1's; Amfleet excursion with 2 GG1 locos, Harrisburg-Phila. with run along the Susquehanna, photo runby's at Lancaster PA. $32 roundtrip deadline May 29. Lancaster Chap. NRHS, 342 W. Fritz Ave, Quarryville PA 17566.

Jul 25 & 26: Iron Horse Festival, Logansport IN. Excursions with ex-Buffalo Creek & Gauley #13 & 5 ex-CRI&P open-window commuter cars Logansport-France Park (6.5 mis). SASE to: Tickets, Iron Horse Festival, PO Box 407-B, Logansport IN 46947.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

ST. PATRICK'S DAY (continued from page 8)

(above) and because of 23mins needed to add car 21046 at Washington.

The DESERT WIND, train 36, was 56mins late at Milford due to a number of minor delays including freight train meets and SDP40F speed restrictions, all on the UP.

The INTER-AMERICAN, train 21, was on time at Pine Bluff! Train 22 was 58mins late at Little Rock due mostly to the late connection at Temple and to freight train interference on the Santa Fe. Train 23 of the 17th was 110mins late at Houston due to late connection at Temple and a meet with a freight train with engine trouble. Train 24 was 30mins late at Temple due to freight train interference.

March 19

Due to the modified service on the CITY OF NEW ORLEANS caused by the Bonne Carre bridge fire, Amtrak has arranged to unload the U.S. mail off train 59 at Memphis into Postal Service trucks daily in order to preserve its mail contract. Today, 70 passengers were bused southbound and 61 northbound.

The SOUTHWEST LIMITED, train 4, derailed Superliner diner 38027 in the Los Angeles yards at 7:35pm before train departure. It derailed on a faulty switch that was partially under water due to heavy rains. The car was rerailed at 9:35pm. Diner 38010 was substituted, and the train's departure was delayed 157mins.

Metroliner 110 went dead at 11:15am opposite Ivy City engine house, with lead unit 868 dead due to a short in control box. Passengers were transferred to train 174, the COLONIAL. The following trains were delayed: #172 the YANKEE CLIPPER 65mins, Metroliner 112 19mins, #174 27mins, #89 the PALMETTO 11mins, and #181 the EMBASSY 9mins.

The ANN RUTLEDGE, train 301, was delayed 75mins at milepose 57, north of Pequot and south of Joliet IL due to a Santa Fe freight ahead with a hot box.

A Santa Fe freight with a drawhead failure delayed the INTER-AMERICAN, train 23 of the 18th 99mins between Wallace and Seely TX.

Engines 4914, 4895 and 498 were being moved from Sunnyside to New Haven when the second unit derailed at Q Tower. Train 219 was delayed 20mins, train 123 10mins.

BROADWAY LTD #441 struck debris on the #2 main track at Hill Meade Rd Crossing, milepost 122, Baltimore Division, knocking a hole in the fuel tank of engine 305. The train was delayed a total of 52mins. Engine 305 was removed at Wilmington and engine 294 used to Philadelphia, where engine 333 was added, after being deadheaded from Wilmington to Philadelphia.

A woman and two children traveling to Topeka on the SOUTHWEST LIMITED, train 4 of the 17th, were accidentally carried as far as Lawrence, where her husband drove to meet her. Reportedly, the door was not opened for passengers to detrain at Topeka.

Amtrak is cracking down on coach attendants on the BROADWAY LIMITED who fail to "hit the platform" (detrain to help passengers on and off) at Canton OH, a nighttime stop. This has happened on 9 trains recently, Amtrak says, sometimes resulting in "carry bys" and in one instance in an injury.

Two individuals riding on BN passes on the SAN FRANCISCO ZEPHYR, train 5 of the 18th, were removed at Ogden and charged by city police with possession of stolen goods and drugs. A cassette recorder belonging to a fellow passenger was reportedly found in their room.

A passenger traveling Washington-Chicago on the BROADWAY, train 441, was left behind at Philadelphia after he detrained to buy a newspaper. Amtrak arranged to safeguard his belongings on the train, refunded his ticket, boarded him on train 121 back to Washington, and then on the CARDINAL, train 51 to Chicago.

A passenger on the SAN FRANCISCO ZEPHYR, train 6 of the 18th, pulled the air brake cord between Greeley and Denver, bringing the train to an emergency stop at 80mph. He and his companion were detrained at Denver into the custody of Amtrak personnel. After apologizing, he was seen striking his woman companion, and police were called. Five policemen subdued him and he was arrested.

There were 23 standees today on train 25 of the 18th, the PIONEER leaving Hood River.

The NIAGARA RAINBOW, train 64 of the 18th, was delayed 24mins at Germantown NY due to sticking brakes on car 1377.

The SAN FRANCISCO ZEPHYR, train 6 of the 18th, lost 56mins at Denver when engine 319 was removed for a hot journal and BN engine 6442 substituted.

Today's ADIRONDACK, train 69, was delayed 33mins at Albany NY to substitute engines between it and train 63, the NIAGARA RAINBOW due to bad cab signals in #339.

The HENRY HUDSON, train 70, lost 22mins at Albany due to a malfunction with Turbo unit 181. Trains 74, 64, and 65 also all lost about 20mins each due to malfunctions.

The LIBERTY EXPRESS, train 193, lost 23mins at New Haven due to a problem with engine 962.

The DESERT WIND (train 35 of the 18th) had all perishables aboard condemned because of a loss of power and overhead water tank leak on Amdinette 20229. At San Bernardino 160 complimentary box dinners were placed aboard. On train 35 of today, refrigeration went out on Amdinette 20232 at Salt Lake City, and 103 sandwiches were condemned, and were being replaced at Las Vegas.

The CARDINAL, train 50, was 80mins late at Hinton; reasons incl. 22mins slow orders, 12mins held at Cincinnati for buses with military travelers, & 22mins when car 2911 was rough riding and a speed restriction of 50mph was placed on it.

The MONTREALER, train 60, was 27mins late at Springfield, mostly slow orders.

Train 36, the DESERT WIND, was 22mins late at Milford due to a freight meet.

The INTER-AMERICAN, train 23 of the 18th, was 170mins late at Houston (see above, plus the following:) 43mins for connection at Temple, and 28mins for track work on SP. Today's train 21 was 68mins late at Poplar Bluff due to misc. RR operating reasons. Train 22 was 28mins late at same place for similar reasons. Train 24 was 24 mins late at Temple due to meeting train 2, a freight, and SP signal failures.

CARS & CONSISTS

*CRESCENT, train 20, New Orleans Apr 16: engines 327, 325 (F40s); cars 1212, 1612, 4720, 4628, 4731, 4631, 4725, 4705, 3119, 8513, 2434 "Pacific Plateau", 2997 "Pine Ridge", 2888 (288 passengers aboard).

*SILVER METEOR, train 87, Sanford FL Apr 18: engine 332 (F40); cars 1354, 3112, 4626, 4739, 4644, 4012, 2887, 2433 (HEP consist). Same, train 88: engines 335 (F40), 631 (SDP); cars 1096, 1418, 5012, 5013, 3331, 8020, 5018, 5412, 5480, 5476, 5434, 2851, 2863, 2857, 5436, 4414 (conventional consist).

*COAST STARLIGHT, train 14, San Jose Apr 24: engines 239, 254 (F40s); cars 1171, Hi-level coach dorm 39906, Superliners 31024 & 31029 coach-bag, coaches 34002, 34059, 34041, 34039, lounge 33004, diner 38025, sleepers 32000 & 32018.

*SOUTHWEST LIMITED, train 4, Kansas City Apr 24: engines 292, 247 (F40s); cars 1251, 1206, Hi-level 39931, Superliner coach -bag 31030, Hi-level 39942, Superliners coach 34001 & 34043, lounge 33006, diner 38027, sleepers 32059 & 32046. Same, Apr 17: engines 289, 231 (F40s); cars 1211, 1243, Hi-level coach-dorm 39927, Superliners coach-bag 31016, coaches 34004 & 34029, Hi-level lounge 39971, Superliners diner 38030, sleepers 32051 & 32023, deadhead Hi-level 39916, private car "Silver Foot" (Barstow-Chicago).

*RENO FUN TRAIN, Oakland Apr 24: engines 642, 615, 638 (SDPs); cars 5421, 5415, 5691, dome 9485, dome 9457, 5429, 3334, 3311, 5422, dome 9479, 5414, 5408, dome 9478, 5435.

*ANN RUTLEDGE, train 301, Kansas City Apr 24: engine 295; cars 20231 food car, 21870, 21237, private car "Queen of Scots" off at K.C. to MKT.

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TIMETABLE BUY-SELL-SWAP MEET every 3rd Saturday of each month, St Johns Church 31st St & 7th Ave, New York, across the street from Penn Station, all welcome 10am-noon. Join the National Association of Timetable Collectors. $14 dues bring two regularly produced professional publications. Tom Coval, 21 E Robin Rd, Holland PA 18966.

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Aug 6-9 1981 Annual Convention of National Assoc of Timetable Collectors at Capitol Plaza Holiday Inn 300 J St Sacramento CA. Public invited. Tables $15 members, $35 non-members. Contact Sydney Green M.D. 1132 Commons Dr, Sacramento CA 95825.

UP STEAM EXCURSION FROM DENVER: July 11, 1981 to Sterling, Colorado and return. Consist includes lounge, open door baggage car with 120 volt AC outlets, streamlined coaches and dome. Includes photo run-bys. Fare $53.00. For information or tickets write Rocky Mountain Railroad Club, Box 2391, Denver, Colorado 80201.

YOU'RE INVITED--MEXICO RAILFAN SPECIAL TRAIN--Aug 31-Sept 14--5313 kilometers on three railroads--Mexico City including passenger and freight yards plus Sahagun car factory, Metro and street cars, Copper Canyon rail trip, locomotive ride. Trip assembles in San Antonio (join anywhere--ride Amtrak en route). For full details, write or call Howard B. Thornton, Director, Midwest Travel Service, 2936R Bella Vista, Midwest City, Oklahoma, 73110--Telephone 405-732-0566.

AUCTION OF SUYDAM & OTHER H.O. GAUGE BRASS MODELS. SEND SSAE FOR LIST TO ORANGE EMPIRE RAILWAY MUSEUM, BOX 548, PERRIS CA 92370. BIDS CLOSE 6/30/81.

CITIZENS FOR RAIL CALIFORNIA is pleased to present "Toward a Rail California", the newly-released CRC position paper on California rail service. 18 pages, $3.50 postpaid. Also available is CRC's "San Joaquin Valley Rail Service Issue Analysis." 3 pages, 50¢ postpaid. Both are free with CRC membership: Regular $15.00 per year; Students, Seniors $7.50. Bi-monthly newsletter, chapter meetings, political action. Join today and help defeat the Stockman rail cutback plan. CRC, Great Valley Section, 2938 Loyola Drive, Davis, CA 95616.

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BUMPERSTICKER, "Amtrak Can't Run on Jelly Bellys"
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AMTRAK RIDERSHIP FIGURES

FEBRUARY 1981 FIGURES--SECOND COLUMN IS % INCREASE OVER 1980

Metroliners	103,851	-20.5
NE Corr Conventional	326,439	-12.5
Phila-NH-Springfld	23,447	-4.5
NY-Philadelphia	160,137	-20.0
Phila-Harrisburg	69,689	-17.9
NY-Harrisburg	25,124	36.4
TOTAL NE CORRIDOR:	708,687	-14.8
NY-Niagara Falls	50,084	-9.1
Chicago-St. Louis	6,205	-29.6
Chicago-Milwaukee	20,240	-9.4
Chic.-Detroit/Toledo	34,596	3.8
Chicago-Carbondale	12,539	-6.2
Chicago-Quincy	6,424	-12.2
L.A.-San Diego	83,832	13.7
Vancouver-Eugene	9,997	8.9
Washington-Cincinnati	10,374	-4.0
Wash.-Martinsburg	20,671	-5.6
Oakland-Bakersfield	10,324	-5.4
New York-Montreal	8,151	-22.4
Chicago-Port Huron	7,438	13.9
Chicago-Dubuque	2,286	-17.9
Chicago-Duluth	8,234	3.1
Chicago-Valparaiso	17,096	3.9
Chicago-Indianapolis	4,100	--
Chicago-Peoria	1,681	--
Chicago-Kansas City	12,780	36.6
Phila.-Pittsburgh	4,980	--
Portland-Eugene	4,628	--
TOTAL SHORT DIST.:	336,660	5.1
Washington-Montreal	31,733	8.8
New York-Florida	53,148	-8.3
Chicago-NY/Washington	15,817	15.0
Chicago-Cincinnati/DC	6,953	7.6
Chicago-Seattle	13,730	10.4
Chicago-S.F./L.A.*	40,091	2.9
Chicago-Los Angeles	18,292	1.6
Chicago-New Orleans	13,638	-11.6
Chicago-Texas	15,017	13.0
L.A.-New Orleans	5,975	-4.3
L.A.-Seattle	36,559	7.4
Chicago-NY/Boston	21,909	11.8
Boston-Newport News	30,102	-34.7
New York-Savannah	25,182	-8.7
Seattle-Salt Lake	11,863	-2.8
New York-New Orleans	29,547	100.9
TOTAL LONG DIST.:	369,556	1.0
Special trains	7,367	15.1
SYSTEM TOTAL:	1,422,270	-6.7

*SAN FRANCISCO ZEPHYR plus DESERT WIND

The above ridership figures, for February, were released by Amtrak on Apr 10. February continued the trend of higher ridership for long and short distance routes and falling patronage in the NE Corridor, where 49.8% of Amtrak's customers rode. Amtrak, in discussing the continuing dropoff of NEC patronage, said that "This ridership decrease may be attributable, in part, to a general slowdown in NEC business travel being experienced by all public carriers. Recent statistics released by the Air Transport Association reported an 11.9% decline in domestic airline traffic in February compared to last February."

For the fiscal year thus far, short distance trains carried 1,865,107 passengers, a hefty 13.1% increase over the same period the previous year; and long distance trains registered an 8.4% increase--2,166,011 riders. NEC ridership was down 10.2% (3,969,516 passengers). (Some NEC riders are shown on Boston-Newport News, NY-Savannah, Washington-Montreal and NY-New Orleans lines. NEC passengers on the NY-New Orleans route were not included in Corridor totals after Apr 27, 1980.)

Amtrak includes the SAN FRANCISCO ZEPHYR and DESERT WIND figures in one total. Separately, the SAN FRANCISCO ZEPHYR had 29,993 and the DESERT WIND had 10,098.

BACK ISSUES RTN is now offering our Tenth Anniversary Year volume, all the issues of 1980--18 issues sent all in one parcel at the price of $8 postpaid. Other back issues are also available and will be listed in upcoming issues, or write for information. RAIL TRAVEL NEWS, PO Box 9007, Berkeley CA 94709.